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NATIONAL WAR FRONT BUREAU

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The Editor will gratefully receive contributions, in English or Tamil, of articles on matters of *National War Front interest*, and publish them, if suitable, as signed articles, in the Bulletin. The articles should be short and reach the Editor a week in advance.

'POST-WAR RECONSTRUCTION'

—See Page 21.

Biggest Naval Battle of the War in Philippine waters.
Smashing defeat for the Japanese Navy.
Nine war-ships definitely sunk, including two aircraft-carriers, one battle-ship and 20 other war-ships damaged.

LECTURE CCXXI.

AND SO—AU REVOIR.

(*By Vernon Bartlett, From the News Chronicle.*)

(In the article below, Vernon Bartlett writes of the men who found Britain a refuge in those dark days, and who knew that some day their countries would be liberated).

So you are packing up to go home? Home, after four-years of exile.

Do you remember your arrival here, with one suit of clothes and perhaps only a few shillings in your pocket?

One of you, an ex-Cabinet Minister, borrowed five pounds from me, and I am ashamed to confess that my understanding of what you had gone through was so limited that I handed over the money with secret reluctance.

To another, an ambassador, I explained how best you could pawn your ring and the few treasures you had been able to snatch up at the last moment before the Boche entered Brussels.

Some of you arrived here after a journey lasting months, and you felt that you should be welcomed as heroes—for you had decided that, whatever the hardship, you were not going to surrender to Hitler.

There were muddles and miseries, rendered so much more acute by the uncertainty as to what was happening to the family you had left behind you.

By degrees you sorted yourselves out. Your Governments established themselves in new offices, where the same old civil servants developed the same old routine as at home. You started your own newspapers. You formed your own military contingents. Arrangements were made about money.

You settled down in houses or flats. You shared with us the anxieties of the blitz and the discomforts of the black-out. You ceased to be conspicuous in our midst.

But you had additional worries that we could not always share or appreciate. Those of you who had had money, or had travelled abroad before the war, found it easier than your poorer compatriots to escape into exile.

You wanted to fight for the liberation of your country ; instead, you had months of dull routine drill under old-type sergeant-majors.

And all the time you were inevitably losing touch with your own country. Men of the new and growing resistance movements paid their secret and perilous visits to this country, and you crowded round them to catch every word of information they could bring. But no words can describe a state of mood, hunger, hatred of the invader, fear of the Gestapo.

The gesture you had made in preferring exile to slavery diminished in romance and importance as the opposition to the Germans grew up in your own country. How much your gesture had encouraged that opposition in its earliest days was so easily forgotten.

Well, it's nearly over now. You are packing up to go home. In some cases the Germans have blitzed you in London, and the Allies have blitzed your family on the Continent. Your children may have been deported to Germany, or forced to build fortifications by the Todt Organisation.

Your Prime Ministers have said good-bye to Mr. Eden. They have held their last Press conference. Their joy that their exile is ended must be tinged with anxiety about the problems that lie ahead. The war may have taught us a great lesson ; it may, if we have been too slow to learn, have made inevitable years of disturbance and chaos and misery.

But these years of unexpected co-operation cannot have been wasted. Everyone in contact with the underground armies of Europe has been impressed by the similarity of their ambitions for the future of their Continent.

And the City of London has been not only the capital of the United Kingdom and the mother city of the British Commonwealth. For some four years it has housed half a dozen European Governments. Your Government, as well as mine. Your Ministers have met week after week to discuss problems common to you all. You must have developed a better understanding of each other, and perhaps even of us, your hosts.

Perhaps we shall all have learnt enough tolerance to do the only thing that will justify our survival when so many others have died—to make some contribution to a system which will enable the children of our children to know freedom from want and from fear.

Au revoir, our Allies, and good luck !

WEEKLY WAR SUMMARY.

(A)—LEADING EVENTS.

15—10—44 (Sunday).	Russians occupy *PETSAMO* in Northern *FINLAND*.
	Admiral *HORTHY*, the Regent of Hungary sues for Armistice with the Allies, but is overthrown by a Fascist clique.
	Allies land on *LEMNOS*.
16—10—44 (Monday).	British drive over the *MAAS* gathers momentum.
17—10—44 (Tuesday).	Red Army enters *CZECHOSLOVAKIA*.
	Hitler organises Home Guard for Germany.
	British occupy *VENRAIJ* (Holland).
18—10—44 (Wednesday).	14th Indian Army liberates *TIDDIM* in Burma.
	Allies occupy *SCARPANTO* (Dodecanese).
	Russians open a grand assault on *EAST PRUSSIA*.
19—10—44 (Thursday).	Americans land on *LEYTE* in the Philippines.
	British troops occupy *CESENA* in *ITALY*.
20—10—44 (Friday).	Allies occupy *AACHEN* in Germany completely.
	Russians capture *DEBRECZEN* (Hungary).
	Americans occupy *TACLOBAN* (capital of Leyte).
21—10—44 (Saturday).	Canadians take *CESENATICO* in Italy.
	Allies occupy *HAKA* in Burma.
22—10—44 (Sunday).	Russians advance 20 miles into *EAST PRUSSIA*.
	8th Army reaches *SAVIO* in Italy.
	Canadians capture *BRESKENS*, vital port of the *SCHELDT*.
23—10—44 (Monday).	Allies recognise *DE GAULLE'S* Government in France.
	Americans capture 3 islands near Leyte in the Philippines.
	Allies occupy *s'HERTOGNENBOSCH* in Holland.

(B) NEWS IN BRIEF.

The Western Front—

(1) **North of Antwerp**—The Allies have crossed the Roosendal Canal.

(2) **In the Scheldt Pocket**—IJZENDIYKE, HARDENBURG, MIDDELBERG, BRESKENS and ESSCHEN have been liberated. The Allies have entered FORT FREDRICK.

(3) **Venraij,** on the west bank of the Maas, and 8 miles from the German frontier has been taken. Advancing along the road from VENRAIJ to DEUREN, the Allies are approaching VENLOO on the other side of the river.

(4) **A new attack** was launched on October 23-24 on the important road centre of s'HERTOGENBOSCH in HOLLAND. Fighting is now proceeding in the streets of the town. Near it, six places have been captured: SHIKNDEL, OLLAND, BRUGEN, MIDDELRODE, BEST and ROSMALEN.

(5) **Aachen** was completely occupied on Oct. 20. An attack has been launched on WURSLEN, North of AACHEN. RICHTERICH and KOHLSCHEID, North of AACHEN have been taken.

(6) **In the Vosges** BRUYERS has fallen.

The Eastern Front—

(1) **Arctic**:-Russian forces which captured PETSAMO have reached the Norwegian border.

(2) Russians have landed on the Svorbe Peninsula on the island of Oesel in the Gulf of Riga.

(3) West of RIGA Shlok has been occupied.

(4) A new Russian offensive, towards DANZIG has been launched.

(5) On a 25 mile front on either side of VILKOWISKAN, 50 miles east of INSTERBURG (East PRUSSIA) the Russians have invaded the first lines of the German EAST PRUSSIA Line. In this drive the Red Army has advanced 20 miles in East PRUSSIA on its way to KOENIGSBURG, the capital of East PRUSSIA, and reached TILSIT and the Goldap area.

In the Balkans, the following places have been taken :—

(1) **In Yugoslavia**, BELGRADE, SOMBOR, SEMLIN, KRAGUJEVAC and YAGODINA.

(2) **Inside Hungary**, DEBRECAN, BAJA, NYIREGHAZA, AZANJA, ZEMUNSKO POLE and YANKOLZ.

(3) **In Czechoslovakia**, MUKACEVO.

(4) **In N. Transylvania** Ville—DETMARRIU.

Greece.—About half of GREECE has been liberated. Among the places freed during the week are THEBES, EVVOIA, and LAMIA.

The islands of SCARPANTO (in the DODECANESE) and LEMNOS (in the Aegean Sea) have also been occupied.

Italy.—In the advance towards BOLOGNA, the following places have been taken :— CESENA, CERVIA, CESENATICO, CIVITELLA di ROMAGNA, GABATA. The Allies are approaching RAVENNA.

The Philippines. A large American amphibious force has landed at two points in the Central PHILIPPINES on LEYTE and PANAON islands, which are parts of the VISAYAS group near MINDANAO island. TACLOBAN, the capital of LEYTE has been taken and the old PHILIPPINE Government has been restored. After the initial landings, three more islands, including SULUAN, have been secured. Crossing the SAN JUANITO STRAIT to the N.E. of LEYTE, the Americans have also established a bridge-head on SAMAR island.

Enemy naval forces have been sighted steaming through the SIBUYAN Sea and the Sulu Sea in the PHILIPPINES.

On Oct. 23, American naval units inflicted a smashing defeat on the Japanese Navy in the Philippine waters, in which at least 9 warships, including 2 aircraft carriers and one battle-ship were definitely sunk and 20 other war-ships were damaged. The Japanese Fleet is in flight.

Other Pacific areas:—NGULU atoll in W. CAROLINES has been occupied. The Allies again raided FORMOSA.

Burma :—The 14th Indian Army which occupied TIDDIM is moving towards KALEMYO in the Chindwin Valley.

FALAM, the head-quarters of the Japanese Civil Administration in the Chin Hills, and HAKA, an important township close to it have been taken.

In the ARAKAN, LABAWA has been occupied.

The Bay of Bengal :—Car NICOBAR and NANCOWRY Islands of the NICOBAR Group in the Bay of Bengal were bombarded three times by units of the Allied Eastern Fleet.

ALLIED AIR-RAIDS.

14—10—44. (Saturday).

GERMANY and the battle areas in EUROPE.

DAY:—

Railway marshalling-yards and other targets at COLOGNE.

Military and industrial targets in SAARBRUCKEN and KAISERSLAUTERN areas.

Troop concentrations and other strong points in the AACHEN area and in the SCHELDT Pocket.

Gun positions and road and rail traffic in the BOLOGNA area.

Shipping in the ADRIATIC.

Air combats on the Eastern Front (67 enemy planes shot down).

NIGHT:—

Targets in HAMBURG and BERLIN.

FAR EAST.

Targets on CERAM and BOEROE Islands.

Air-fields at HAROEKOE, AMAHAI and KAIRATOE.

A nickel-refinery in the CELEBES.

BURMA.

Communications and bridges in North BURMA.

15—10—44. (Sunday).

GERMANY and German-occupied EUROPE.

DAY:—

Industrial targets in the RUHR including those at DUISBERG.

German defences inside AACHEN.

Air combats on the Eastern Front (67 enemy planes shot down).

Road and rail targets in N. ITALY.

Guns and bridges in the battle area.

NIGHT:—

Bridges and rail-yard at SAN BENEDETTO.

FAR EAST.

Targets on FORMOSA.

Air-fields near MANILA BAY.

PARAMUSHIRO (Kuriles).

IWOJIMA (Borin Islands).

Targets on TRUK Atoll.

Shipping and freighters off the PHILIPPINES.

BURMA.

Targets in the TIDDIM and KALEMYO areas.

Objectives at FOUL Point and LABAWA.

16—10—44. (Monday).

GERMANY and the battle areas in EUROPE.

DAY:—(54 Allied planes missing; 49 enemy planes destroyed).

Military targets in COLOGNE.

Oil-plants near DUSSELDORF.

Targets in South-east GERMANY including SALZBURG.

The naval-base at WILHELMSHAVEN.

Oil-refineries, air-craft factories and rail-yards in AUSTRIA, CZECHOSLOVAKIA and GERMANY.

Troop concentrations, gun positions and rail communications in the battle areas.

Shipping in the ADRIATIC.

Offensive sweeps over YUGOSLAVIA.

Rail-yards at ZAGREB (Yugoslavia).

Air combats all over the Eastern Front (73 enemy planes shot down).

NIGHT:—

Air-fields in HOLLAND and Western GERMANY.

Laying mines in enemy waters.

FAR EAST.

The oil targets in BALIK PAPAN (Barneo).

An air-base and a supply-depot at OKAYAMA.

HEITO (Formosa).

Targets on the PHILIPPINES.

Shipping off LUZON (Philippines).

BURMA.

Air-fields at MEIKTILA, THEBAW and ONBAUK.

River-craft and Dampens in Central BURMA.

Motor-launches and barges in OWA Bay.

17—10—44 (Tuesday).

GERMANY and the battle areas in EUROPE.

DAY:—

Industrial targets in COLOGNE.

Rail targets in HOLLAND and Western GERMANY.

A bridge at EUSKIRCHEN.

Close support to ground troops in ITALY.

Rail targets and Germen strong points in GREECE and YUGOSLAVIA.

Marshalling-yards at VINCOVCI (Yugoslavia).

Air-combats all over the Eastern Front. (69 Allied planes lost).

FAR EAST.

Jap targets in and around PHILIPPINES.

MANILA (Capital of Philippines).

Bivouac areas at RABAUL (N. Britain) and KAVIENG (N. Ireland).

BURMA.

Air-fields near RANGOON.

Gun positions and stores in the TIDDIM and KALEMYO areas.

18—10—44 (Wednesday).

GERMANY and the battle areas in EUROPE.

DAY:—

Railway targets in Western GERMANY.

Industrial targets and railway-yards in the COLOGNE and KASSEL areas.

Railway centre of BONN.

Bridges near BOLOGNA.

Railyards at MODENA.

Shipping in the BAY of SALONIKA.

Air combats all along the Eastern Front. (91 enemy planes shot down).

NIGHT:—

Targets at HANVER and MANNHEIM (Germany).

Other objectives in Western GERMANY.

FAR EAST.

Shipping and airfields at CERAM and BOEROE Islands (in S.W. Pacific).

The harbour at GAGAYAN (Muidanao).

Shipping along the coast of HALMAHERA.

MANOKWARI (Dutch New Guinea).

BURMA.

Troops and strong points in the TIDDIM area.

19—10—44 (Thursday).

GERMANY and the battle areas in EUROPE.

DAY:—

Military targets at MAINZ and in the LUDWIGSHAFEN area (Germay).

Rail targets in BAVARIA.

Communications and strong points at FORT FREDERICK HENDRIK.

Roads, Railway-lines and bridges in the PO Valley.

Road and rail traffic in the battle areas in ITALY.

Air combats and grounded aircraft all along the East EUROPEAN Front (40 enemy planes shot down).

NIGHT:—

Military targets in STUTTGART and NUREMBURG.

WEISBADEN (Rhineland).

FAR EAST.

The Clark airfield and other targets in MANILA.
Targets on MINDANAO.
Shipping in the Gulf of DAVAO.
A Jap sea-plane at ZAMBOANGA.

BURMA.

Buildings at TAUNGUP.
Supply dumps at PROME.
An important place on the TIDDIM-KALEWA road.

20—10—44. (Friday).
GERMANY and the battle areas in EUROPE.

DAY:—
Crus area (Czechoslovakia).
Oil storage facilities on the DANUBE at REGENSBURG (Germany).
Railway-yards at ROSENHEIM (Germany).
The aerodrome at BADABLING.
Motor works in MILAN (Italy).
Munition factories in North ITALY.
Bridges over the River PO.
Ground forces in the BOLOGNA area.
Roads and railways in YUGOSLAVIA.

NIGHT:—
A bridge at SAN BENEDETTO (Italy).
Airfields in HOLLAND and Western GERMANY.
Laying mines in enemy coastal waters.

FAR EAST.

Enemy shipping off SULU and ZAMBOANGA Islands.
Jap aircraft on the ground in the CEBU area.
Jap shipping and air-fields in the PHILIPPINES.
Jap targets in FORMOSA.

BURMA.

The air-fields round RANGOON.
MOULMEIN.
Targets on the TIDDIM-KALEMYO road.

21—10—44. (Saturday).
GERMANY and the battle areas in EUROPE.

DAY:—
Rail targets in GERMANY and HOLLAND.
Troop concentrations, strong points and gun positions in the battle areas on the Western Front.
Supply trains, gun positions and troop concentrations in Northern ITALY.
Shipping in the ADRIATIC.
The rail-yard at MARIEBOR (Yugoslavia).
Air combats all along the EASTERN Front (26 enemy planes shot down).

NIGHT:—
Objectives in Western GERMANY.

FAR EAST.

Jap positions on LEYTE Island.
Jap shipping around the PHILIPPINE waters.

BURMA.

Japanese positions and installations along the BURMA road.
Bridges from LASHIO to LUNGLING.

ENEMY AIR-RAIDS.

15—10—44. (Sunday).

BRITAIN.

Places in Southern ENGLAND including the LONDON area.

RUSSIA and FAR EAST.

No information.

16—10—44 (Monday).

BRITAIN.

Places on the South coast of ENGLAND.

RUSSIA and FAR EAST.

No enemy air activity.

17—10—44. (Tuesday).

BRITAIN.

Places in Southern ENGLAND; LONDON area.

RUSSIA and FAR EAST.

No enemy air activity.

18—10—44. (Wednesday).

BRITAIN, RUSSIA and FAR EAST.

No information.

19—10—44. (Thursday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No information.

20—10—44. (Friday).

BRITAIN.

Places in S.E. ENGLAND including the LONDON area.

RUSSIA.

No enemy air activity.

FAR EAST.

American landings on LEYTE (Philippines).

21—10—44. (Saturday).

BRITAIN.

No information.

RUSSIA and FAR EAST.

No enemy air activity.

22—10—44. (Sunday).

BRITAIN.

No enemy air activity.

RUSSIA.

No information.

FAR EAST.

American beach-heads on the LEYTE Island (Philippines)

SIDE LIGHTS.

THE PAUSE. On the Western and Eastern fronts, as well as in ITALY, the Allied advance has slowed down for the moment. At every such pause the layman is disposed to ask, " why has the speed slackened ? What has happened ? Why, for instance, does not the Red Army rush into BUDAPEST and VIENNA, as it did into BUCHAREST and BELGRADE ? Why do the British and American armies that liberated FRANCE and BELGIUM hesitate inside HOLLAND ? Why do they not invade the Rhineland, the Ruhr and the Saar ?"

The answer is simple. The pause is periodical, it is the systole, as it were, alternating with the diastole of the military machine, necessary not only to replenish the Allies' strength and build up their communications, but also to destroy the enemy's strength, communications and production centres. This is the meaning of the heavy raids on German dams, and industrial and communication centres like DUISBURG, STUTTGART and NUREMBURG, last week and this.

Simultaneously, in the Anglo-American rear, General Dempsey is consolidating the Allied communications in BELGIUM and HOLLAND, and clearing the way to ANTWERP, to which the Germans cling by covering the Scheldt estuary. ANTWERP is the only large port in the Channel convenient for the landing of supplies to the Allied battle front and the enemy tries to deny them its use, though he could not prevent its capture earlier.

Meanwhile, the Nazi plan is also to benefit by the pause, and to use the winter months to withdraw the remnants of their outlying armies in FINLAND, the Baltic, the BALKANS and ITALY for a final stand inside the Reich, to increase their fighting strength by producing more 'V—1' (pilotless) planes, tanks, submarines and synthetic oil and so to stage a come-back.

It is also apparent from one of Hitler's recent announcements that he hopes to secure a negotiated peace on terms favourable to GERMANY, but the Allied statements have made it absolutely clear that the hope is futile.

Meanwhile, a serious problem for Hitler is the Home Front. Anti-Nazi demonstrations have flared up in the Ruhr, and Himmler has had to issue the savage warning that disorders will be quelled with tanks, machine-guns and tear-gas. Stockholm reports an anti-Nazi riot in the Ruhr suppressed by the Waffen S. S.

According to a *Daily Mail* report, the telephone silence of 5 days between STOCKHOLM and BERLIN last week was due to industrial disturbances in the Ruhr and the Rhineland, the affected centres being DUSSELDORF, COLOGNE and SAARBRUCKEN. There has been an avalanche of bombs over these cities of late, and the large scale evacuations and disturbances here are ascribed to the fear of the inhabitants that as usual an Allied invasion will follow the air raids.

It is also learnt that Western GERMANY is full of spies and saboteurs. Food-supplies are running low and food riots are frequent. The weather has suddenly turned cold, and the people now realise what it is to live in damaged homes, without warm clothes, with no gas, with no electricity and with little or no fuel.

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VOLKSSTURM. Hitler has formed the Volkssturm or Peoples' Army inside GERMANY to meet the situation. He calls it his second total mobilisation, because he is trying to enlist all persons between 16 and 60. He says that the army will defend the home-soil. But when we learn that Himmler is to be its head, and who the 'men' will be, we doubt its capacity to resist, much less to fight. The Volkssturm is to include 'women and even girls'. At best, it looks more like an adjunct to the Gestapo to keep down civilian disorder than a fighting force to support the *Wehrmacht*.

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AACHEN. We said that the progress of the Allied advance had slowed down, but this does not mean that the week has passed in inaction. Besides the intense activities behind the fighting lines in preparation for the next assault, notable successes have been won in every theatre. On the

Western front, on the Siegfried Line, AACHEN has fallen. Though the Germans, who defended it desperately for a week, now say that it has lost its strategic importance, the fact remains that it is the first German city to fall, and that its collapse has opened the way to the Rhineland and the Ruhr. AACHEN is not only a place of historical importance connected with Charlemagne, not only a spa with its hot sulphur springs, but it touches the Dutch and Belgian frontiers on one side, and is a communication point with COLOGNE and DUSSELDORF on the other. It is also a centre of industry.

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ON THE EASTERN FRONT, the Russian offensive, on a 800 mile front, extends from the Arctic to the Adriatic. Troops of the Karelian sector, driving from PETSAMO in the Arctic, have pushed to the Norwegian border and captured the Norwegian port of KIRKENES. The grand assault launched beyond Riga has advanced at least 20 miles into East PRUSSIA. A new Russian offensive is moving towards the Baltic seaport town of DANZIG. In Central EUROPE and the BALKANS the German position is critical. Through six Carpathian passes the Russians are driving into CZECHOSLOVAKIA. In a nine-day battle, DEBRECZAN guarding the Hungarian plain has fallen, and the Russian armies are now within 50 miles of BUDAPEST, the capital of HUNGARY. BUDAPEST, already in the agony of a civil war, is being converted hastily into a fortress. But, as a MOSCOW Commentator has said, 'whatever the Germans in Budapest try to do now, the die is cast. Germany's general position, especially in S. E. Europe is obvious. East, West and South—Germany has powder barrels at her gate. The events in Hungary are a reflection of the general and political situation—nothing short of disastrous'.

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BELGRADE, the capital of YUGOSLAVIA has been liberated. Soviet—Tito troops are approaching the Albanian border. In GREECE, British forces have advanced a hundred miles beyond ATHENS and liberated the ancient city of THEBES. The Germans are reported to be evacuating SALONIKA in the north. Their concern at present is not so much to hold any territory outside the Reich as to escape from it.

The liberation of the Grecian islands is in progress. SCARPENTO (in the DODECANESE) and LEMNOS (opposite the DARDENELLES) were freed during the week.

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1944 will be a land mark in History for the liberation of ROME, PARIS and now ATHENS—three ancient cities and capitals which stand for the civilization of EUROPE. The deliverance of these bastions of culture from the hands of barbarians will redound to the eternal glory of the Allies. Writing on the liberation of ATHENS, the *Times* pays the following tribute to the glory of Greece that was and is:—

"The departure of the enemy, which has been forced on him by defeats elsewhere had the fortunate effect of restoring Athens to its people, with its priceless monuments unscathed. Its recovery will have a three-fold significance for all the friends of Hellas. First, this city—where, in the words of Pindar, the sons of the Athenians laid the shining foundation of liberty, stands for the whole spiritual inheritance of EUROPE which we want to war to vindicate. Secondly, it recalls the glory of patriots who defended their country triumphantly against heavy odds in the winter of 1940 and 1941 until a second invader came with overwhelming power to aid the first, and who from their secret fastnesses have carried on an unequal fight ever since. And, thirdly, it sets before the

eyes of the world the appaling price in devastation, starvation and disease that this small people have been made to pay for their defiance of the tyrant".

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THE PHILIPPINES. The spot-light of the week falls on the PHILIPPINES. On October 20, American forces in strength were landed from 600 ships steaming from the Halmaheras on the islands of LEYTE and PANOAN in the Central Philippines. TACLOBAN, the capital of LEYTE has been taken, and the Philippine Government has been installed, with its President, Sergio Osmena and his Cabinet.

Two years ago, when Japanese treachery compelled the American withdrawal from the PHILIPPINES, President Roosevelt said prophetically 'We shall return' and recalling his promise he has now sent the following welcome message to the PHILIPPINES:—

'We promised to return to the Philippines, and we have returned.

'Whenever we have finished driving the Japanese from these islands—the Philippines will be a free, independent republic.

'We are glad to be back in the Philippines, but we do not intend to stop there. Leyte is only a way station on the road to Japan. It is 700 miles from Formosa. It is 850 miles from China. We are astride the life-line of the warlords' 'empire'. We are severing that life-line.'

It is thus apparent that the landing on the Philippines is an event big with destiny. It has cut not only the PHILIPPINES, but also the Japanese East Asia Co-prosperity sphere in two. Japan is now severed from the DUTCH EAST INDIES, from BORNEO, MALAYA and BURMA, in fact, from all the regions of her 'co-prosperity' plunder of oil and, rubber and rice.

The reaction to these landings on CHINA is most heartening. In a message to President Roosevelt Marshal Chiang-Kai-Sheik says:—

'The prospect which the Philippines' operation opens before us is immeasurably heartening to our people, and will spur them to the utmost efforts to co-operate with you in encompassing the complete defeat of Japan in the shortest possible time.'

The Marshal is not indulging in any idle speculation. The Japanese position is full of danger as the subjoined messages of the week show:—

(1) 'JAPAN was unable to launch a major counter-attack against the new Allied landings. However, the Japanese High Command is going ahead at full speed with its plans for defence' (from a Spokesman of the Japanese High Command to the German Radio).

(2) 'With the Allied landings on the PHILIPPINES, the Japanese are reported to be rushing preparations to meet any Allied landing on the China coast.' (From a Chungking message).

(3) 'The Japanese are building submarine bases at AMOY, FOOCHOW and WENCHOW, and are hastily strengthening, their fortifications between Hengchow Bay and Shanghai. (From a Chinese Military spokesman).

(4) 'Japanese ships are evacuating the South China area and are taking shelter in various harbours along the Fukien coast.' (From a Namping Report).

ALLIES' NAVAL VICTORY IN PHILIPPINE WATERS. As we go to press, the news has been flashed of a big naval victory for the Allies in the Philippine waters. In an engagement which commenced on Oct. 23, a crushing defeat has been inflicted on the Japanese Navy. At least 9 war-ships, including 2 aircraft carriers and a battle-ship were sunk and 20 other war-ships were damaged. The Japanese Navy is in full flight and the U. S. forces are in pursuit.

TIDDIM. Thanks to Indian heroism, little villages in the Chin Hills, TIDDIM and FALAM have come in to the lime-light this week.

The news has reached us that Indian troops of the 14th Army have liberated TIDDIM in the KABAW valley, inside BURMA, after traversing what has been 'called the worst road in ASIA' from IMPHAL, covering a distance of a hundred and twenty miles. It may be recalled that it was at TIDDIM that the British withdrawal from BURMA came to a halt in 1942. Then TIDDIM was converted into an Allied base for operations to the south. When however, IMPHAL was threatened by the Japanese, TIDDIM was abandoned and its garrison was transferred to IMPHAL. Later, when the Japanese were driven from IMPHAL and particularly from BISHENPUR, they gradually fell back towards TIDDIM demolishing the roads as they withdrew. The extent of the devastation may be gauged from the fact that the sappers and miners of the pursuing army had to restore 2,000 feet of bridging, and the Allied forces had to make a detour of 80 miles and ascend 40 hair-pin bends in the 3,000 feet high Chocolate Staircase, with bull-dozers scooping out new roads, before the 14th Indian Army could come back to TIDDIM after an absence of 7 months.

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FALAM. The Japanese have evacuated FALAM also, which is the head-quarters of their civil administration in the Chin Hills, a clear indication that their hold on these hillmen is slipping.

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HAKA is a principal township in the Chin Hills, and this too has fallen.

The 14th Army which has carried out these operations is also the force that several months ago captured the Ngakyedauk pass in the ARAKAN.

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CAR NICOBAR AND NANCOWRY islands in the Nicobars, in the Bay of Bengal were raided 3 times in the week as part of a 3 day-coast trailing operation, by a combined British, Australian and Dutch naval force.

Other naval events are in the offing. Mr. A. V. Alexander, First Lord of the Admiralty announced on October 21: "We hope to place in the Pacific a fleet capable in itself of fighting a general action with the Japanese navy. The movement of at least part of that vast fleet and its mighty attendant train is already under way".

Significantly, the American Navy has moved from BRITAIN to FRANCE, presumably to enable the transfer of British naval forces to the FAR EAST.

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NAVY DAY. Appropriately, INDIA celebrated the Navy Day for the first time on October 21, and Sir Claude Auchinleck, INDIA's C.-in-C. broadcasting on the occasion paid a tribute to the Royal Indian Navy and called on the young men and women of INDIA to join it. He said:

"In the battle of the Atlantic, in the Mediterranean, the Red Sea, the Persian Gulf and the Indian Ocean ships of the Royal Indian Navy have been in action.

He added that the Indian Navy offered a fine career and that he would like to see the Royal Indian Navy drawing its officers and men from amongst the best of INDIA's youth. It was time that INDIA with her length of coast line became sea-minded and navy-conscious. Sea-power was all important to the INDIA of the future.

THE MOSCOW TALKS are over, and Churchill has come back to ENGLAND. What transpired must be a secret for the present, but we know that the talks related to the final plans for victory, and to the settlement of the difficult questions concerning POLAND, BULGARIA and YUGOSLAVIA. One other important thing has happened; Churchill and Stalin have now come to a perfect understanding of each other, they have parted as "friends and war comrades", and this is as much as a major success, because, as Wickham Steed, with his large experience, has observed :—

"The opportune presence at Moscow of Britain's Prime Minister and Foreign Secretary, with a large staff of military and diplomatic advisers, guarantees fuller co-ordination of Allied efforts than could have been achieved by ordinary means. Something more than a political agreement has been secured. Understanding or treaty between Governments is one thing. Personal understanding between responsible Statesmen representing those Governments is quite another. If Stalin and Churchill, Molotov and, Eden understand each other's stand-points, motives and aims, the possibility of misunderstanding in the interpretation of each other's policies tends to become so unlikely as to be almost impossible".

THE PINCERS ARE CLOSING.

(By Wickham Steed).

The duration of war in Europe now depends less upon German military resistance than on the readiness of the German people to endure the privations and devastation of war.

Every source of supply from outside has been or will be cut off. No food-stuffs or raw materials can be drawn from neutral countries. Every German centre of war industry and every city or town of military importance is threatened with irresistible air attack. The 30,000 tons of bombs dropped by 3,000 Allied aircraft on German war factories in 24 hours recently illustrate the Allied supremacy, and mark the beginning of an intensive process.

While strong Allied Armies assail her Western borders, Germany sees mighty Russian forces approaching East Prussia and East Poland, sweeping through Hungary to Budapest and threatening the German lines of retreat from the Balkans. No underground resistance can withstand these concentrated and convergent movements. The only question is: how long the German armies and the German people can endure this unprecedented pressure.

Hitherto, the German armies have lived upon the countries that they occupied. Now they must be fed in Germany. The German people were sustained with food requisitioned from overrun countries from which supplies can no longer be obtained. The prospective loss of Hungary must further curtail German resources. Having used terror: robbery and starvation as weapons of conquest, Germany now faces terror and want in her turn.

The Nazi system and its military supporters stand between the German people and relief from suffering, more intense than any they experienced in World War I. Until resistance ceases, the Allies will grant Germany no respite.

The Allied leaders defined their purpose at Teheran last winter. They declared "We have reached complete agreement upon the scope and timing of the operations

which will be undertaken from the east, west and south. The common understanding we have here reached guarantees that victory will be ours". Progressively fulfilled during the past 10 months, this declaration has proved literally accurate, and awaits only its final consummation. In Moscow, where Mr. Winston Churchill and Mr. Anthony Eden are now in conference with Marshal Stalin and M. Molotov, full Allied agreement upon this consummation and its sequel may be expected.

While some points of the Allied plan for the organisation of peace and security after the war have been left open, the outlines of the scheme drawn up by Britain, Russia, the United States and China at Dumbarton Oaks appear to be highly satisfactory. Weaknesses inherent in the league of Nations Covenant have been removed. Provision has been made for swift action against disturbers of the peace. The world tribunal is supported by an international armed force, to which all the United Nations must contributes Neutrality towards the war-makers, therefore, disappears. Whatever modifications or amendments to this projected world statute may be thought expedient, these dominant features are not likely to be changed.

Solid progress towards the co-ordination of international security appears to have been made. Alongside security which is negative, arrangements are projected for positive and helpful co-operation in the economic sphere. Freedom from want is to go hand-in. hand with freedom from fear.

The hour of supreme decision in Europe is at hand. Desperately though the Germans may strive to delay it, the first strokes of that hour can clearly be heard.

ALLIED ADVANCE IN THE WEST.

PAUSE BEFORE THE ATTACK.

(*By Christopher Buckley—From the Daily Telegraph*).

There are three factors which are going to condition our progress during the forthcoming weeks—the problem of supply ; the behaviour of our old enemy, the weather ; and finally the psychological factor of German will to resist, even though resistance cannot in any conceivable circumstances lead her to victory.

Let us deal first of all with supply. In September, our advance ran right ahead of our supply bases. Instead of being perhaps a couple of dozen miles from our dumps, the front within a few days had extended its communication lines by a matter of several hundred miles. That would not have mattered if we had been able to get Antwerp working quickly, since our line of advance was roughly parallel to and not away from the sea coast, and you do not need to have read Mahan to realise that one of the greatest advantages which naval power confers upon a land army operating overseas is the ability to shift its ports of supply at will.

The German strategy of buying time with men, by denying us the Channel and North Sea ports while falling back with their main armies to the frontiers of the Reich, is one which has generally been regarded as sound. I am not myself entirely convinced of this. Havre, Boulogne, Calais—each fell after quite a brief investment, and the troops which the enemy lost absolutely in those places can very ill be spared. But even from Calais and Boulogne our communications would still be of formidable length. The best answer to the supply problem is Antwerp, with its peace-time intake of over 50,000 tons daily.

The effective possession of Antwerp would be worth that of all the other ports mentioned put together.

Horrocks's men did well to rush Antwerp itself, but they were operating on very long lines of communication strung out as it were upon a shoe string, and they were faced by the enemy garrison troops in Zeeland based on long prepared positions. The only possible chance of carrying these positions quickly would have been by a sea and air-borne assault upon Walcheren and Beveland. That could have been done only at the expense of postponing the Arnhem-Nijmegen operation. I do not think that would have justified.

But we have not got Antwerp as a working port and there has had to be a pause, not absolutely but relatively. There are always those three great items of supply that have to be built up—petrol, ammunition and rations. There are also repair and maintenance requisites, and all that is needed by the air forces to establish new forward bases.

Adapting Napoleon's maxim, one might say that an army moves at the rate of its slowest van. And you cannot take risks with supply when you begin to enter, as we are doing now, a hostile country. You cannot afford to run out of your supplies in the way we did, and with complete justification, in the gallop to Brussels. That will have to be borne in mind once we get firmly into Germany, even if we have Antwerp working at full pressure by that time.

Then there is the weather. The trouble about rain is that it produces mud, and the trouble about mud is that it slows down all troops and supply movements and keeps the army more than ever road-bound. So mud inevitably canalises the routes by which an attacker can move upon his objectives. It imposes delay upon all operational movements.

But if the conditions of assault are going to be fairly grim for the assailants this winter, we can hardly suppose that German troops are looking forward to the forthcoming months in a spirit of riotous gaiety. The resistance of the ordinary German soldier partakes more of the quality of an obedient sheep than of a cornered rat turning at bay.

At present the distinction between sheep and rat may seem to be largely academic. But it might prove important if there were to be a change of shepherds.

The German army in the west was decisively but not finally beaten in Normandy. It was there that it suffered its Leipzig, but it has yet to meet its Waterloo.

AACHEN.

(Patrick Lacey in a B. B. C. talk.)

You may have heard a lot about Aachen. Its immediate interest is obvious, of course.

Aachen—or Aix-la-Chapelle as the French call it—is a city of, say, 165,000 people in normal times. It is an important railway centre and a meeting point of many roads. It usually carries most of the traffic from Western Germany to Northern France and Belgium.

Even in the early years after the last war, before the industrial recovery of Germany, I was astonished by the number of long, heavy freight-trains that passed to and fro through Aachen between the Ruhr and South-East Belgium.

It used to have well over 100 war factories, but most of them were heavily bombed several months ago.

Aachen is big with history as well as biggish in size. It was probably the birth place, and certainly the burial place, of Charlemagne the Great ; he made it the second city of his Empire. Many emperors and kings were crowned there ; its Cathedral and Coronation Hall are, or were, among the treasure-houses of Germany.

It has lost a good deal of its political and cultural importance in the last couple of centuries or so, but it remains a place the Germans rather fancy, and it is a very considerable military prize.

BATTLE FOR THE SCHELDT ESTUARY.

GERMANS PAY HEAVY PRICE.

(*By Lieut.-General Sir Douglas Brownrigg*).

There has been a comparative pause on the Western Front—for much the same reasons that pauses have occurred in every front prior to a major offensive. We have only to cast our minds back two years to find ourselves in the middle of a pause which preceded El Alamein. Generals Alexander and Montgomery arrived in Egypt in August 1942 : but it was not until the end of October that Montgomery struck his opening blow, That pause was necessary to reorganise units broken in the retreat from Gazala, to replace casualties and equipment, to marshal fresh formations newly arrived from Britain and to build up forward dumps of water, food and ammunition. Without these. Montgomery might have dented Rommel's defences ; but he could not have struck deep.

There was a similar pause between the capture of Von Arnim's Axis army in Tunisia and the invasion of Sicily—a matter of two months. That delay was not due to slowness in collecting shipping for the Sicilian enterprise (as was suggested at that time in some quarters) ; nor was it due entirely to the necessity of building up supplies.

Airmen wanted time in which to drive the enemy's fighters and bombers off all the Sicilian aerodromes. And they made such good use of the time provided that when the first troops stepped ashore, no single enemy aircraft operating from a Sicilian airfield was there to molest them. The result was that the whole of Sicily was cleared of the Germans in 38 days. The delay of two months had been well worth while.

The very speed of the rush from the Cotentin peninsula has made a subsequent pause all the more apparent ; but it has been just as necessary as the previous pauses I have mentioned, to re-form the units, to replace casualties and equipment, to build up ammunition and food supplies and to give our airmen a chance to wear down the enemy's powers of resistance and recuperation.

Take the last item first—the airmen's task. The early days of this month have brought a greater pounding to the Reich from the air than it has ever experienced in a similar period. And in September heavy bombers attacked targets in Germany on 20 out of 30 days : on one day, more than 5,000 bombers and fighters took part in the assaults between the Scheldt and the Danube. These attacks have saved the lives of thousands of Allied soldiers.

But it may be asked, what is the main reason for the long pause this time ? In my view, it is due largely to the retention by the Germans for some weeks of the Channel and North Sea ports—a delay bought at the cost of well over 100,000 men. This huge price was paid to hang on to the ports as long as possible, and so confine the lines of

communications of General Eisenhower's forces to the beaches of Normandy and to successive ports as they were liberated.

Antwerp is a typical example. Here we see the anomaly that we have secured a harbour in more or less undamaged condition but cannot use it, because the Germans control both the banks of the West Scheldt estuary which connects the harbour with the open sea. We have forced our way to a locked door—and now await the arrival of some one with the key.

From Antwerp the distance that lorries would have to run would be less than 80 miles. Then the journey would be reduced to a quarter of its present length; and every lorry could deliver four loads compared with the single load now possible. What speeding up this would mean—and remember that every day, during a major offensive, one division needs more than 100 tons of ammunition.

Seen in this light, the battle which the British and Canadian First Army is fighting for the Scheldt estuary has a great and vital contribution to the winning of the Battle of Germany.

THE CRADLE OF JUNKERDOM.

EAST PRUSSIA.

(By Ernst Colborn.)

East Prussia is the first German province to be invaded by Russian troops. There is a certain poetic justice in this. East Prussia is not only the cradle of Prussianism and Junkerdom; it is also one of the German provinces which delivered themselves to National Socialism, body and soul.

Outside Germany, comparatively little is known of this most eastern province of the Reich, because foreign visitors hardly ever penetrate beyond the Oder and further east. And yet East Prussia is one of the loveliest parts of the Reich. The coast of the Baltic, which forms the northern and north-western boundary of East Prussia, is very steep in parts.

The Kurish Haff and Frische Nehrung (tongues of sandhills) which separate the sea from the lagoons present a very peculiar sand formation. Loose sand, driven by the wind, forms so-called wandering dunes, which are constantly changing the aspect of the landscape. In the interior of the country, there are the large Oberland and Masurian lakes and vast forests, of which the Rominten forest is the best known and most beautiful. The dunes of the Kurische Nehrung have all the aspects of a desert landscape, and it is well known that numerous desert films where shot in this part of East Prussia. In the early years of the war, the Afrika Korps was trained there for service in the African desert.

East Prussia is comparatively thinly populated. Its 14,300 square miles have only 2,400,000 inhabitants, who are mainly engaged in agriculture. Nevertheless, it is one of the richest granaries of the Reich. It supplies not only corn, potatoes, fodder and sugarbeet but tobacco has actually been grown there. East Prussian cattle and horses, particularly those of the Trakehn breed, have acquired a certain reputation. The production of cheese and butter is one of the industries of the country, started with the help of Swiss experts.

Among other natural products of the country. amber may be mentioned, which is found mainly in the Government amber works at Palmicken. East Prussian industry is centred round Koenigsberg and Elbing. Its chief product is agricultural machinery, but there are also a number of chemical and celluloid works, and a few large shipbuilding yards at Danzig and Elbing.

East Prussia has always been a bone of contention between Slavs and Prussians on the one hand and Germanic peoples on the other. In no other German territory is the National Socialist racial theory carried to such lengths as in East Prussia. The old Prussians were, in fact, anything but Teutons. As regards language and culture they were related rather to the Lithuanians and Latvians, as the names of a great many Prussian families and localities testify to this day.

From 1306 until 1466 the Order of Teutonic Knights was constantly at war with Prussian and Polish tribes. In 1410 it was defeated in the first battle of Tannenberg by Poles, Prussians and Czechs. In 1525 East Prussia was made a vassal state of Poland, but Albrecht of Brandenburg was chosen as its immediate ruler. East Prussia only came finally under the sovereignty of the Hohenzollerns in the reign of the Elector Frederick III, who crowned himself King of Prussia at the castle of Koenigsberg.

Peasants from other German regions, particularly from Austria (Salzburg), were settled in the thinly populated country ; also Huguenots, and some farmers from the Low Countries. There are some fairly large non-German minorities to be found in some regions of East Prussia, for instance, near Stuhm, Marienwerder, Osterode and round the Masurian Lakes, mainly Poles and Masurians. In the neighbourhood of Gumbinnen and Tilsit there are also some large Lithuanian settlements.

From the purely military point of view, East Prussia is difficult terrain on account of its lakes and marshes. The marshes and numerous water courses do not, however, offer serious obstacles to a modern tank army, and the Red Army has already proved in the Pripet marshes that such terrain is no obstacle to its advance.

'THOSE WONDERFUL DAYS'.

WHAT HERR & FRAU SCHMIDT THINK NOW.

(*From the Daily Mail's Special Correspondent in occupied Germany*).

I have spent a lot of time trying to determine what sort of life the average German Herr and Frau Schmidt led during the four years Germany ruled most of Europe. My conclusions are that apart from the fairly strict regimentation which the average German enjoys anyway, it was a good life, so good that it is something we must keep in mind when Germany has been beaten.

The truth, as I find it, is that during 1942, 1943 and the early part of 1944, the average German tasted the fruits of conquest and liked them. The loot was passed round. Much of it is to be seen here in homes, with larders stocked to bursting point, and rooms piled with good furniture, radios and lots of things that make life more agreeable.

The very appearance of German women shows that they have not been suffering. They look sleek and comfortable ; their clothes are good and most of them have an air of well-being.

In this area, of course, there was little bombing, and they were close to black market sources just across the border.

For the men and boys in the *Wehrmacht*, who stayed in Europe and did not get involved in the North African campaign, these good years have been a royal holiday. Officers, especially, lived as the old-time conquerors.

For young German officers and many of the boys in the ranks, those were wonderful days, and heady—so heady that it is something we must bear in mind. These youngsters have sipped the cup of being oppressors. In the occupied countries, they have minced, strutted and handed out orders, and gone home on leave to tell the rest of the family the joys of a soldier's life in the *Wehrmacht*.

For the past three years at least, every German youngster from seven or eight upwards has grown up with tales of the glories of being a soldier. And every village had some regular home-comer, who would tell them first hand that those tales were not just legends.

Many people will say that the beating we have administered the Germans these past few months must have exploded a lot of these ideas. Well, that is what I set out to discover in my conferences with Germans in occupied areas, and my visits show that nothing of the sort has happened. For the average German now under our control, those years from 1942 to early in 1944 are a pleasant memory that they do not intend to forget quickly.

NAVAL OPERATIONS OFF GREECE.

GERMAN GARRISONS' PLIGHT.

(*By A. J. McWhinnie*).

The reported refusal of the German Naval Attaché in Sweden to return to the Reich is one more indication of the realisation among German naval men that their position is becoming increasingly hopeless.

Wherever the German Admirals look, their scanty forces are jeopardised. Allied warships and aircraft form a tightening ring through which German ships must somehow try to get supplies and reinforcements to vital coastal garrisons. Yet, whenever they move, these ships are pounced on by superior Anglo-American strength.

The situation in the Eastern Mediterranean becomes particularly interesting. Just as the Germans hoped that extensive mining off the French coast would smash up the Allied liberation forces, so they have, no doubt, been hoping that minefields sown thickly around the Aegean Islands would keep Allied ships at bay.

Official communiqués from the Mediterranean, however, make it clear that in the ceaseless battle of mine and counter-mine Germans are still failing. "For many days", says one communiqué, "minesweepers of the Royal Navy have been employed in sweeping channels through numerous German minefields in the Aegean Islands and among the southern Dalmatian Islands. Their work has been carried on with persistence in the face of difficulties, but many mines have been accounted for".

These words can only mean that all the German ingenuity and labour in laying new types of mines have been in vain. However thick, however deadly the minefields protecting German coastal territory, British and American ships are still reaching their objectives.

Many people following more startling events around the French coast as well as in the Indian Ocean and the Pacific had, no doubt, overlooked that Britain and America were still maintaining strong naval forces in the Eastern Mediterranean. Then came the news. British cruisers, which have already thrilled the world in earlier operations, are now known to be operating off Greece, bombarding German positions and sinking any German ships which get in their way, and using their guns to cover the landing of our commandos.

The German garrison of the island of Levitha has surrendered, the Greek port of Nauplion has been captured and Greek troops have occupied the island of Samos near the coast of Turkey.

Without naval strength, these successful Allied operations would have been impossible. The British Navy, which evacuated British troops from Crete, Greece and the Aegean Islands in 1941, has carried back men who are wresting that conquered territory from the Germans.

There seems no doubt that the German military and naval chiefs realise that it is only a matter of time before all Germans have been swept from this area. It is known that German troops on Samos, one of the largest of the Aegean Islands, were evacuated towards the end of September.

Even the most fanatical Nazis must realise by now that communications with the outlying garrisons can only be maintained by sea and, where there is no efficient navy, communications fail. It is only a matter of time before the garrisons must give in for want of food and ammunition.

The Germans thought they could render the convoy system ineffective. They thought that wherever ships steamed together, the greater would be the target offered to their U-boats. But Britain's judgment, based on superior naval experience, has been vindicated. **It is now known that of the vast total of ships escorted by the Royal Navy since the war began, 96·6 per cent have reached harbour safely.**

The Germans—now converted to the idea of convoy—try to make up for their naval deficiency by flinging all manner of small warships—E-boats, minesweeper escorts, armed trawlers and auxiliaries—around what few freighters they have for their coast-hugging operations.

But it is not enough. The convoy only succeeds when there are cruisers and battleships able to give outer cover to destroyers, frigates and corvettes around actual freighters. To-day German seaborne communications are in a hopeless plight. There are British and American destroyers to smash up German torpedo boats, and cruisers to smash up German destroyers and shore installations. And they never know in which waters British battleships will show up to carry out a terrific battering with accurate and devastating naval guns.

And of all forms of punishment now being inflicted on the German fighting forces they hate and fear most of all bombardment by British warships.

BOMBS ON FORMOSA.

(*By Joseph Kalmer*).

Super-Fortresses have been over the Japanese-held island of Formosa five times in six days recently. The strategic importance of the island is described by Joseph Kalmer in the article below.

Formosa had been Japan's springboard for her expansion towards the South. Its strategical importance had been realised by Japan from the very beginning of her transformation into a modern State in 1868, and she coveted it ever after.

The island is situated opposite the coasts of the Chinese provinces of Fukien and Kwantung, and commands the traffic of the great ports of Foochow, Amoy, Swatow and Canton. This consideration prompted the Japanese to land troops on Formosa as early as 1874.

Lake Jitsugetsutan, which is situated at an altitude of some 800 metres in the very centre of the island, is the source of the cheap electric power used for the working of a number of war-industries in Formosa. Japan herself, for instance, closed the nine sugar factories on the island and diverted the current these had used to direct war industries. The sugar industry in Formosa was so highly developed that it was able to satisfy all Japan's requirements of that commodity, and therefore there was enough current for any number of war industries.

The Chinese name of the island is Taiwan. Formosa, "the lovely", was the name given to the island by Portuguese navigators. Owing to the great Powers' intervention the Japanese were forced to evacuate the island again.

The island had at one time actually been the scene of a Prussian landing. In 1869, the Prussian ship *Elbe* landed sailors on the coast of Taiwan, but the native population managed to drive them back to their ship. Thereupon the captain of the *Elbe*, a worthy predecessor of the Nazis, landed a strong force of marines, who razed the nearest village to the ground and killed any inhabitants who had not fled.

The first modern war between China and Japan began in 1894. In that year the Japanese occupied the Pescadores, but not Formosa, which China only ceded to them by the peace treaty of Shimonoseki on April 18, 1895. Two years later, the conquest of South China and of the South Asiatic territories, using Formosa as a springboard, had already become part of Japan's imperialistic programme.

Nishizawa, the President of the Southern Advance Society in Formosa, admitted in 1941 that the Bank of Taiwan had been formed in 1897 for that very purpose. The name the Japanese gave Taiwan is significant. They called it Tonan ne Seki, meaning "The Stone aiming at the South." The Bank of Taiwan established its first branch in Amoy, in 1900, the second in Hongkong in 1903, and by 1912 it already had a branch in Bangkok (Thailand). It was the money of the Taiwan bank—some 800,000 yen annually—which financed all those singular photographers, druggists, washerman, itinerant vendors and fisherman—some 3,000 of them—who formed Japan's fifth column and spies in Malaya, the Netherlands Indies, Australia, Indo-China, South China and Thailand.

In 1936, Negata, at that time Japanese Colonial Minister, stated in Parliament that "Taiwan's historical mission lay in the south, because of its geographical situation."

A college for colonial officials was established on the island (1940), from which most of the Japanese administrators in the occupied South Asiatic territories have graduated. The fact that the attack on the Philippines was launched from Formosa will still be remembered.

SALVAGE AND WAR PRODUCTION.

(*By Karol C. Taylor*)

Since the start of the war, the homes of Britain, in town and country, have collected about 5,500,000 tons of salvage, which has been used for war production and has consequently made an important contribution to the war-effort.

To take an example. About two-thirds of British paper production was manufactured out of waste paper; 1,400,000 tons of this waste paper was contributed by British households, an excellent proof of the value of this voluntary help. To these figures must be added the collections in factories, businesses of all kinds and in the Services, in order to estimate the importance of salvage from the point of view of war production.

As early as the November of 1939, the Ministry of Supply created a special department to co-ordinate and develop salvage collections. This department expanded into the Directorate of Salvage and Recovery. The Ministry of Works undertook the management of all salvage from metal factories. Meanwhile salvage collections have been organised all over the country. In many factories, salvage officers have been appointed to collect and despatch the salvage to the right places. In restaurants, offices, stores, hospitals and Government departments staff salvage stewards are entrusted with this task. School children, boy scouts and girl guides have been valuable contributors and helpers.

The above figures give some idea of the part that every single household has indirectly played towards the production of munitions and the saving of shipping space. The 5,500,000 tons of salvage contributed by the households, are equal to 1,100 cargoes of 5,000 tons each. It has been found that 9,000 inner parts for mines can be made out of one ton of paper. When this figure is compared with the 1,500,000 tons of waste paper collected from British households, it is apparent what a significant factor it has been.

From the same source, up to the end of April, 1944, about 1,200,000 tons of scrap metal were collected, while the Ministry of Works had accumulated 3,800,000 tons up to May, 1944. The average quantity of rags received from households amounts to 110,000 lb a day since the beginning of the war. Assuming that only half the quantity consists of woollen rags, and that 10 per cent of the material is lost in the process of re-fabrication, this contribution equals 7,000 uniforms, 5,000 great-coats and 20,000 yards of felt daily besides many other products. Before the war, England imported 800,000 cwt. of woollen rags and 400,000 cwt. of cotton and linen rags yearly.

Between November, 1939, and April, 1944, 26,000 tons of rubber were collected from private households. 10 lbs of motor tyre scrap supply about 5 lbs of new rubber. From 1,000 tons of rubber are made: 1,000 automatically closing petrol tanks for heavy bombers, plus the rubber equipment of 3,000 Churchill tanks, 1,000 tyres for heavy

bombers, 2,000 automatically closing petrol tanks for fighter aeroplanes, 1,000 rubber dinghies for airmen, and 5,000 Mae West waistcoats.

The collection of bones and kitchen waste has had results of considerable importance. Households have supplied more than 1,000,000 tons of kitchen waste; enough for the fodder of 900,000 pigs.

Finally, it may be mentioned that at present 300 industrial salvage centres have been organised, to which about 10,000 firms belong, that there are 43,665 staff salvage stewards and 132,543 street salvage stewards.

POST-WAR RECONSTRUCTION.

(11) FORESTS FOR VILLAGES.

By Michael Brown.

(*From the Illustrated Weekly of India*).

Of all the plans devised for the future of India, the one which will perhaps bring the biggest change in the lives of the people has been least discussed. It is contained in a 49-page booklet entitled "Post-War Forest Policy for India" by Sir Herbert Howard, the Inspector-General of Forests.

Briefly Sir Herbert's plan is to make wood—and particularly wood for fuel—procurable by the vast majority of India's villages, thus releasing at least 69 million tons of cowdung for use as manure—sufficient to fertilise 43,000 square miles, or 13 per cent of the whole of India's cultivation.

To do this, it will be necessary to extend the country's forests over another 50,000 or 100,000 square miles, using some of the 288,000 square miles which to-day are reckoned as "cultivable waste" or as "not fit for cultivation".

All this may sound highly statistical and somewhat remote from the village, but its implications are enormous.

If this plan is carried out, it will not only mean better crops from properly manured fields, but a better deal for the village housewife, who to-day has the unpleasant job of making dung-cakes and using them to feed her cooking fire. The change-over would mean that she would have to cook with wood.

POWDERED CHARCOAL.

No doubt objections would be raised on the ground that wood is not the ideal fuel for all forms of cooking. Sir Herbert Howard's answer is that charcoal, especially when powdered and made into briquettes, has all the long-burning qualities of dung-cakes.

The effect on the village household will not of course stop there. Properly manured land produces about double the crops raised on unmanured fields, and that means a better return to the cultivator—in other words, more prosperous conditions at practically no extra expense, since firewood will cost little or nothing.

Of course, the development of what Sir Jogendra Singh has called "village forests" would mean distributing the new forests all over the country. Firewood and the kind of timber which the villager needs for buildings, implements and so on must be cheap. That means it is not a practical proposition to carry them long distances—the cost of transport is too great.

However, to grow firewood on the threshold of every village would mean considerable alterations in the forest map of India. For example, there is a great belt which

extends from Bengal, through Bihar, the United Provinces, the southern and western Punjab, Rajputana, Kathiawar and Bombay to Hyderabad, where there are no forests at all. This huge belt, much of which is thickly populated, includes some of the most important farmland and is the great dung-burning area. Similarly the North-West Frontier Province, Baluchistan and Sind are very short of wood.

EASILY GROWN TREES.

It is perhaps not generally realised that certain species of trees will grow in almost desert conditions. The chief difficulty is in getting the trees started. In areas where rainfall is below 15 inches, irrigation in the early years of the tree's life would be essential, though some very dry species can be started without irrigation if rainfall does not fall below ten inches.

In dry areas, trees also have another important bearing on the life of the people. As is already well known, forests play an important part in shaping a country's climate, and indeed one of the cardinal features of India's forests policy has been the maintenance of protective forests for climatic and physical reasons—the prevention of floods, erosion desiccation, etc.

The spread of desert conditions from the north-west towards the Ganges plain, is already apparent, and so far little or nothing has been done to halt the eastward march of desolation. Sir Herbert believes that the establishment of village forests would go a long way towards solving this problem.

GRAZING PROBLEM.

Of course everything is not plain sailing, even in forest planning. The main trouble is cattle and goats, and the villager is apt to think of the Forest Department as the agency which prevents his livestock getting the best grazing. It is obvious that if another 100,000 square miles are placed under trees for fuel purposes, the cattle's right to roam will be still further restricted, especially since young trees and goats are an impossible mixture!

This is where another big change will come into the villager's life. The vast quantities of useless animals which still roam this land will have to be replaced by fewer but efficient animals. That is not an impossible task.

Another aspect is that if grazing is controlled and certain areas shut off from animals the yield of hay—which is, after all, what the cattle want—is increased enormously. For example, in the United Provinces the yield of dry hay rose from 2½ maunds an acre a year, when land was continuously grazed, to 17 maunds when the land was properly managed.

No doubt it will take time to make villagers understand this, and those in search of popular favour will probably be tempted to slow down the good work by insisting on the livestock owners' "rights." But it is to be hoped that enough people will realise that "rights" of that kind lead straight to the desert.

As it is, India is by no means over-forested. Only about 13 per cent of the country's total area is under trees, compared with 20 to 25 per cent in most Western countries. The plan for post-war forests proposes raising the Indian per centage to 20 or 25.

Such a development would not mean that India would have more wood than she needed. Timber takes a long time to grow—anything from 50 to 150 years, though of course the small wood needed for fuel, implements, etc., could be grown in village forests in

20 years or less. Moreover, the economic development of the country, which has been put forward in other plans, will call for much greater timber supplies. A rising standard of living means more and bigger houses, more carts, boats and implements and sooner, or later, fences for India's open fields. This demand must be taken into account.

"ADVANCE" FELLING.

In recent months it has often been said that owing to the intensive felling of trees to supply timber for war purposes, the country's forests have suffered severely Sir Herbert Howard disagrees with this view. By the end of 1943 fellings were only 1½ years in advance of schedule, and he adds that it is an infinitesimal overdraft on the forest capital of India—far less than the advance fellings of most other countries.

Of course in certain areas the demand has been particularly heavy. In some Bombay forests teak felling is as much as ten years in advance.

That does not mean, however, that no timber at all can be cut in the post-war years. A point which is often missed is that the war demand for timber has enabled some forests to be properly thinned. Sir Herbert Howard believes that if the pre-war rate of felling is reduced a little, for say about 20 years, India's timber position will be restored to normal. Also by that time the timber crops which were started in the 1870s will be mature.

Thus, with proper management there is no reason why India as a whole should run short of wood of any kind. The main need is to revise foresters' working plans to meet the new situation.

As I have already explained, however, the most important development will be to supply every village with its needs of wood. Of course some villages are already well off—notably in the Central Provinces and parts of Madras.

MORE FODDER.

Sir Herbert Howard adds: In tackling the problem of the supply of forest produce to the ordinary village consumer, provision must be made for grazing. But it should be remembered that these minor forests, managed for the supply of the wants of the agriculturist, will all be short rotation forests, many of them managed under what is called the "coppice system" or its modification, "the coppice with standard system", the standards providing the small timber needed by the agriculturist. These fuel rotations will be probably between ten and 15 years, or at most 20 years, and for 5 to 10 years each rotation will provide good grazing in addition to producing fuel and timber.

Once these forests grow up sufficiently, the grazing will cease, but that will only be for the last few years of each rotation, so that a large proportion of this total area, probably between one-third and one-half, will not only to be open to grazing but, with proper management, will produce good grazing. Moreover, for most of the years when the area will provide no grazing, it will still provide a general exercise-ground for the cattle. The growing of minor forests on this land will on the whole increase and not decrease the production of fodder.

It is difficult to say why this plan, which would make rural life so much better, has failed to hit the headlines. Perhaps it is because its execution does not depend on finding hundreds of crores of rupees! Nevertheless it would have remarkable effects on village life.

'V' DIARY, 1945.

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30-10-44	Kudumiyamalai	... 7.00 „
„	Parambur	... 7.30 „
31-10-44	Perungalur	... 7.00 „
„	Adanakkottai	... 7.30 „
1-11-44	College A English	... 11.00 a.m.
„	College B Tamil	... 11.00 „
1-11-44	C. S. M. High School	... 10.00 a.m.
„	Rani's High School	... 10.45 „
„	Pungudi	... 7.00 p.m.
„	Satyamangalam	... 7.30 „
2-11-44	Mirattunilai	... 7.00 „
„	Arimalam	... 7.30 „
3-11-44	Udayalippatti	... 7.00 „
„	Killukottai	... 7.30 „

LECTURE CCXXII (*Batch 2*).

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8-11-44	C. S. M. High School	... 10.00 a.m.
„	Rani's High School	... 10.45 „
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9-11-44	Kodumbalur	... 7.00 „
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